

Store Hours: 8:30 to 5 Daily  
Open Saturday Evenings

## A Final Clean-up of Fine Suits at \$12.90.

Just before inventory men get the best bargains ever in some of our best suits; for we are making a clean sweep of fancy summer suits that were \$15 to \$25 at \$12.90.

One of the best patterns in the lot may be your size. We can fit you in one style or another. If you come now.

Suits of homespun, wool-cash, novelty checks and fine mixtures, and some medium shades.

Young men's styles, including novelty sport coat suits, the smartest of the season, and conservative styles for men.

Out go fancy gray and striped flannel outing trousers that were \$3.00 and \$3.50—reduced to \$2.50.

**A Fall Overcoat for \$4.90—** Light colored fall weight overcoats, just an odd lot, that were \$10 and \$12, \$4.90.

Some fan covert coats carried from last Spring, and a lot of oxford gray silk faced overcoats, are now \$10.00.

# MEIGS & CO.

INCORPORATED  
OUTFITTERS TO MEN WOMEN & CHILDREN  
BRIDGEPORT, CONN.

## ROMANCES OF THE RING

True Tales Of Hard-Hitting Heroes Of  
The Past And Present  
(WRITTEN FOR THE FARMER)

### The Scrappy Newsboy

Back in the '80s, before Mr. Ford and other inventive and commercial geniuses had founded the industry which has made Detroit famous, the news-boys were able to find only about a third as many people as now inhabit the Michigan metropolis. Even then it was a progressive town, however, shuck full of civic pride, and every increase in population was hailed with joy. Still, one person more or less didn't cut any particular ice, and when a somewhat dirty and tattered youth arrived in Detroit and took up his residence therein there were no brass bands to welcome him.

The name of this kid—his real name, although he was afterward to be known by another moniker—was Joe Young. He was a native of a little New York State village, and the fact that he was an offspring of a Frenchman and an Englishwoman might have been furnished by an expert physiognomist, which, if you get me, means a guy skilled in discerning the character and antecedents by the face. The boy was an orphan, but he had been given a good home by a well-to-do Syracuse man, little Joe Youngs didn't appreciate the good thing that fate had wished on him, however, and was afflicted with wanderlust. He wanted to see what this bally old world is made of, so one day he flew the coop of his foster-father and hit the steel trail in the general direction of the wild and woolly.

Lacking the money, and perhaps the inclination, to pay his fare, he "hopped a freight," and by slow and devious ways made his journey toward the land of the setting sun. After he had traveled some distance, he came to a minable distance, and thought he must surely have reached the country of Indians and cowboys, he climbed out from the car in which he had been riding and took a look about him. He found himself in an extensive railway yard, and, instead of Indians, he saw a harness bill looming in the distance. The runaway kid had no doubts as to what he had done, and he was with the officer, so he sneaked out of the yards and into the streets of the city.

Detroit looked pretty good to the pilgrim, and he decided to stay awhile. The problem of "eats" soon confronted him, and, after picking up a bit of the needful by chasing errands, he decided to become a newsboy. The railway station seemed to offer the best opportunities for plying his trade.

Now, there was a feeling, amounting to a certainty, prevalent among the Detroit newbies that the city had all the newbies it could support in ease and luxury to which such gamins are accustomed, and the appearance of one to their ranks aroused their animosity. Especially was this true of the newbies of the railway station, who were monopolists and infant captains of industry, and who had formed a close corporation. The runaway was politely and firmly informed that he was one too many, and advised to skip while the skipping was good.

"Aw, fergit it," said the runaway from Syracuse, or words to that general effect, and kept right on selling papers.

Among the station newbies there were, of course, a number who entertained the notion that they were important John L. Sullivans, and these took turns in sailing into the poacher on their preserves. Whenever several delighted spectators were permitted to see a rookus which had a lot more action than many bouts staged between professionals. The new kid handled himself like a master of the fist game, and one after another he gave the belligerent newbies all and more than they had bargained for.

After that the new kid was not disturbed, and he soon became a hero among his pals, who looked upon him as about the greatest ever, for age and weight, in the fighting game. The local sports soon began to sit up and take notice, and in a short time

Tommy Ryan, as he now called himself, was adding to his income by fighting the best boys of his weight, that could be pitted against him.

Most of these early contests in which Tommy took part were fought with skin-tight gloves. Tommy won all of them, and later made trips to several other cities to take on their local heroes. His longest bout at this period was in 1888, when Tommy was sixteen years old, when it took him thirty-three rounds to knock out Dick England.

By the time he was nineteen Tommy had a reputation which extended all over the middle West. He had never been licked, and, naturally, the Detroit fans wanted to see him trimmed. The Hibernal element were especially anxious to dig up a man who could put it over Tommy, for they suspected that Ryan was only a bogus Irishman. Martin, Shaughnessy, about whose Irish origin there was no doubt, was picked to turn the trick. He was a good scrapper, and it looked as if Tommy had this time bit off more than he could flusterize.

But not so. Martin put up a game, hard battle, sheered on by the Ancient Order of Hibernalians, and at times he looked like a winner, but in the twenty-third round he was knocked down and out. Shaughnessy's friends were there with the alibi stuff, however, and demanded another match for their man. This time they hung up \$500, which looked like a young fortune to Tommy, who had never seen such a bunch of money in his life. Martin also hankered for that coin, and he scrapped like an Irish demon, but to no purpose. Several times the tide of battle seemed to turn against Tommy, but he always weathered the storm, and in the forty-sixth round Shaughnessy was knocked out cold. That evening Tommy fought a fifty-seven round draw with another Irishman, Jimmy Murphy. He then decided to seek new fields, and a few months later found him in the Chicago fight colony.

His first scrap was with Con Doyle, and was pulled off in a little town in Indiana, Tommy winning by a knockout in the twenty-eighth chapter. He knocked out several other good men, and then went to Canada, where he stopped Ed Bartlett.

Tommy then in the water-weight division, and the championship at this weight was claimed by Danny Needham, the Minneapolis fighter. In 1891, shortly before his twenty-first birthday, Tommy fought Danny in Minneapolis and after a hard battle lasting seventy-six rounds Ryan won by a knockout. Ryan's claim to the waterweight title was disputed by mysterious Billy Smith. They fought six round draws in New York and Boston, and in 1894 they were matched to go twenty rounds for the title. In Minneapolis it was a close thing, but Joe Choyinski, the referee, gave the verdict to Tommy. They fought again in 1895, at Coney Island, and in the early rounds Smith had the best of it and knocked Tommy down. In the end, however, it was called a draw. In a third session in 1896 Tommy won on a foul. In 1896 Ryan was knocked out by Kid McCoy, his former training partner. Both Ryan and McCoy soon entered the middleweight ranks, and both claimed the championship of that division for several years. Tommy continued active in the ring until 1907, when he retired, after a career in which he had been defeated only by one man, Kid McCoy.

**M. E. BROTHERHOOD WILL TROLLEY TO SAVIN ROCK**

According to announcement made at the regular meeting last evening of the Brotherhood of the First M. E. church, plans have been completed for the trolley ride to Savin Rock which will be held next Thursday evening. A shore dinner will be served at the Rock. The trolley cars will leave Fairfield avenue and Broad street at 7 o'clock sharp on Thursday evening and returning will leave at 10:30.

## BRIDGEPORT AN AMERICAN ESSEN

Manufacturing of Fire Arms  
Raising City to First  
Rank.

(New York Times.)  
Much has been written about Bridgeport since this city jumped into public importance through its manufacture of war supplies, but no more conservative article has appeared than that in the New York Times, which calls it an American Essen. The Times has nothing but praise for the city and speaks of it as follows:

The attention of industrial America has just been turned upon Bridgeport because of misunderstandings and rumors of misunderstandings principally the former—between the manufacturers of that city and numbers of their employees growing out of the alleged efforts of European agents to bring about interference and disturbance in the manufacture of munitions of war. With the growth of the discussion came the information that the quiet, homelike little New England city is bidding for world fame as Mars's workshop.

There is little or nothing in the physical aspect of the pretty Connecticut city to indicate such a condition of affairs, yet Bridgeport is making such strides in the manufacture of arms and munitions, war motor trucks, and war machinery that it is upon the very threshold of becoming the American Essen.

Today its light artillery is to be found upon nearly every battlefield of Europe and a feature upon the smaller naval vessels of the world; Bridgeport rifles are winning infantry battles daily; Bridgeport bayonets enjoy universal fame; Bridgeport shells and cartridges are going forward to the firing lines by hundreds of thousands, while Bridgeport automobiles transport troops and supplies throughout the various war fronts from frozen Archangel to the sunny slopes at the head of the Adriatic.

In order to turn out these military supplies Bridgeport has shifted temporarily from many of its varied industries, its few unemployed have gone to work, an army of artisans from outside have drifted to town and found employment, and a host of men and women who will be brought from less favored industrial centers. Already the tip has gone from coast to coast: "If you want munitions, the Bridgeport Manufacturers' Association." Predictions are freely heard on all sides that unless some unexpected check is encountered Bridgeport will grow by leaps and bounds to a city of half a million population within the next few years.

The sociological and psychological changes that are being wrought in Bridgeport are of a community of widely diversified manufactured products into a New World Essen are extremely interesting. Bridgeport is as yet on the half-way road between a small town and a metropolis. There are no slums, no long rows of "company houses" or cottages, and no tenements. Neither is there any marked social division between the successful manufacturer and the common laborer. Every one knows every one else, and there is a general understanding that every one is boosting for the permanent growth and development of his home city.

The workers are scattered throughout the city, occupying comfortable homes nestled among the trees that abound everywhere. They have no root, bought their own homes, and belong to Bridgeport quite as much as the boss does. The foreign-born population is small, and the city is with the whole that its members have become amalgamated with the community instead of drifting into distinctive settlements. The only suggestion of the Old World is found in the typically Slavic architecture of the Greek Catholic churches, the Oriental domes of two or three synagogues, and a few Hungarian and Polish signs over assembly rooms.

Again, Bridgeport has the provincial aspect of the "small-time" community through the fact that Saturday night is still a night when the stores all remain open until late. But this overtime is made up to the employees by closing early throughout the rest of the week. On the other hand, the closing time recognized by the stores, both large and small.

In the past Bridgeport has contented itself with making sewing machines, clock cases, cutlery and tools, electrical machinery and supplies, light hardware, automobiles and auto parts, motor boats, and all sorts of odds and ends up to and including steel bullets made without ore from the trimmings, etc., from its many metal working establishments. Since 1913, before the Civil war it has had a big cartridge and rifle plant, so with the development of the present situation in Europe it was not strange that the city's armament makers turned their attention toward Bridgeport.

First came orders for an increased output of rifles and ammunition, and the local machine-tool manufacturers were called upon for the special machinery necessary. Foreign agents saw they were able to turn out the machinery speedily and satisfactorily that managers and workmen knew just what they were about—and placed orders for such machinery for export. Then, one by one, came orders for motors, shells, cannon, and bayonets and all manner of military supplies. Then everybody commenced to get busy.

As the home of the Lake Submarine Torpedo Boat Company, the Union Metallic Cartridge Company, the American and British Manufacturing Company, makers of rapid fire guns, machine guns, etc., and the Remington Arms and Ammunition Company, Bridgeport already had a fair start in its career toward becoming the American Essen. As the information gained impetus, the proud boast, "Bridgeport contains the largest body of skilled artisans of any city of its size, was put to a severe test. Little by little almost every plant in town found its business affected to a greater or less degree by the demand for military supplies, and the employees were compelled to demonstrate their adaptability.

It is a far cry from corset making or typewriter making to shell manufacture, yet that is just what happened. Some of the military manufacturers became the principal product of most of the shops, and the men went at it, and successfully at that. After all the available workers were employed, night shifts were introduced, and workmen came to town, and as their numbers increased so did the shops. But Bridgeport was ready for them; the city that created for the world such widely different blessings as the

## SHEET MUSIC TOMORROW

9c

12  
for  
\$1.00

1. I'M A LONESOME MELODY
2. On the Way to Home, Sweet Home
3. When I Was a Dreamer and You Were My Dream
4. In the War of Hearts and Eyes. (New)
5. My Pretty Firefly. (New Indian Song)
6. If the World Should End Tomorrow. (New)
7. Summer Love
8. The Little Road That Leads Back Home
9. My Little Girl
10. June. (The Big Noise)
11. Kentucky Home
12. If You Can't Get a Girl in the Summer Time
13. We'll Build a Little Home in the U. S. A.
14. Oh That Beautiful Band
15. There's a Little Spark of Love Still Burning
16. The Goddess Waltzes
17. Somebody Knows
18. Of Sweet Adair
19. My Little Dream Girl

### EXTRA BIG SPECIALS

1916 STAR AND GEM DANCE FOLIOS—ONE DAY ONLY, 38c  
Little Bit of Heaven.....25c  
Perfect Day (three keys).....25c  
Somewhere a Voice Is Calling (four keys).....27c  
Mother Maureen.....25c  
World Forgets (Bond).....27c  
SHADOWLAND (You Hear It Everywhere) TOMORROW ONLY, 25c

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915 MAIN STREET

## Rockwell & Co.

CORRECT DRESS FOR WOMEN & MISSES.  
1108 MAIN ST.

### SATURDAY

### The Last Day of Our Clearance Sale.

We still have a few summer articles left, the balance has been further reduced to clean them up.

We have a new assortment of  
Lingerie Waists  
New Silk and Serge Dresses  
New White Coats

And a large assortment of new suits, many fur trimmed.

sewing machine and the Barnum & Bailey Circus was not to be flooded by a war. So it jumped to the fore as the greatest little war purveyor in America.

In the sudden development of Bridgeport as an international factor the first big new enterprise to spring up was the Bridgeport Projectile Company, which, as its name implies, will manufacture shell cases, and which is now engaged in the erection of a huge plant. Then the Remington Company and the Union Metallic Cartridge Company began to branch out and put up great buildings that dwarf those used in the past. This structural activity brought an army of outside iron workers, blacksmiths and carpenters to the scene, employed by the New York contractors having the work in hand. All were union men, working for a contracting firm that employed no others, whereas Bridgeport is and always has been an "open shop" town.

The visiting union men became involved in a jurisdictional dispute over the backbone of the millwrights' owned allegiance to the carpenters, or metal workers' organization, and the strike scare was on—the first to affect the Bridgeport shops in 14 years. This it was in strange contrast with quiet, conservative Bridgeport, whose workmen are quite as staid and dignified normally as the New England business men is pictured in the comic newspapers. They have good hotels and restaurants, 81 churches that are liberally attended, 218 social organizations and 39 clubs. They are the backbone of 14 banks, whose vaults hold \$1,000,000 in savings deposits. The average savings deposit is \$475—a matter of \$50 above the average for New England as a whole. This it will be seen that, regardless of how war is affecting others, it is demonstrating itself good business for Bridgeport and Bridgeport people.

### CONCRETE COUNTRY ROADS

Growth in Popularity Indicated by Rapid Increase in Mileage in Recent Years.  
The mileage of concrete pavements in the United States has increased rapidly, and it is likely to continue to increase, according to a new bulletin of the United States Department of Agriculture. This bulletin gives the estimated amount of concrete pavement in the United States in 1914 as 19,200,000 square yards; in 1909 it was only 364,000 square yards. The principal advantages of concrete pavements which have led to this increase in popularity are said to be:

Durability under ordinary traffic conditions.  
A smooth, even surface offering little resistance to the wheels of vehicles.  
Absence of dust and ease with which it may be cleaned.  
Comparatively small cost of maintenance until renewals are necessary.

Availability as a base for another type of surface if desirable.  
Attractive appearance.

In commenting upon these advantages, the bulletin states that the durability of concrete roads has not yet been proved by actual practice, because there are no very old pavements as yet in existence, but from the condition of those which have undergone several years' service, it seems probable that they will be found to wear well.

The disadvantages of concrete as a road surface are:

Its noise under horse traffic.  
The wearing of the necessary joints in pavement and the tendency to crack, with its consequent rapid deterioration.

The difficulty of repairs when these become necessary.

In the past efforts have frequently been made to overcome these objections to a certain degree by covering the concrete pavement with a bituminous wearing surface. At the present time, the specialists in the Department of Agriculture hold that this cannot be economically justified although it is possible that future investigation may change the situation in this respect. In the present state of road science, however, it seems that Where traffic is too heavy for macadam, a bituminous surface on a concrete road is practicable a bituminous-surface macadam road would be equally Wheretraffic is too heavy for macadam road, the bituminous surface is likely to give way and the uneven manner in which it falls tends to produce excessive wear on portions of the concrete.

For a successful concrete road, hardness, toughness and uniformity are the most essential qualities. These can be secured to a great extent by care in the selection of the constituent materials and the proportions in which they are mixed. Sample specifications are included in the bulletin, No. 249, "Portland Cement Concrete Pavements for Country Roads." These specifications are believed to typify the best engineering practice as it has been developed up to this time. They cover such points as materials, grading, sub-grade, and construction.

The cement, it is said, should always conform to some standard specifications for Portland cement, such as those issued by the United States Bureau of Standards or the American Society of Testing Materials. The sand and the proportion of sand to coarse aggregate is to be preferred. The coarse aggregate may consist of either crushed stone or gravel. In either case it is very desirable that the coarse aggregate be well graded in size between proper limits.

The proportion of cement to the sand and coarse aggregate combined should not be less than about 1 to 5, and the proportion of sand to coarse aggregate not less than 1 1/2 to 3, nor greater than 2 to 2. A useful formula when gravel is used, as coarse aggregate is 1 part of cement to 1 1/2 parts of sand to 3 parts of gravel. When crushed stone is used, 1 1/2 parts of sand may be substituted in place of 1 1/2 parts.

In addition to discussing the engineering details of construction, the bulletin already mentioned calls attention to the fact that ordinarily from one-third to one-half of the total cost of constructing a concrete pavement is for labor after the materials are delivered. This emphasizes the importance of efficient organization and proper equipment. Failure to take these factors into consideration frequently results, it is said, in adding from 10 to 20 per cent. to the cost of a concrete pavement.

The most economical method is to have the work of mixing and placing the concrete as nearly continuous as practicable. The work should be planned with a primary view of keeping the mixer going full time. The drainage structures, the grading, and the sub-grade should, therefore, be completed well in advance of the mixer and provision made for obtaining all of the necessary materials without delay. A common error is the failure to make adequate provision for delivering water on the work, and the amount which a given stream is capable of supplying is frequently overestimated.

Private John Williams, Troop D, Fourth Cavalry, was killed in a skirmish between United States troops and Mexicans at Progreso ferry.

The Spedden Shipbuilding Co., of Baltimore received a \$12,000,000 order for war munitions.

News of the capture of the Kovno forts caused a wild demonstration of joy in Berlin.

**N. Buckingham & Co., Inc.**  
Furniture, Since 1842 Upholstery  
177 State St.

## Special Features in Our Big August Sale

10 per cent. to 50 per cent.  
Off on Everything

Our Bedding Department is not only the largest we are told by those who know the best equipped both in display and quality to be found in the New England States.

To better advertise this department we have made an extra low price on the high quality which we offer.

### READ CAREFULLY.

All Hair Mattresses made in our own Factory 10 Per Cent. off standard prices.

About 100 pure all Cotton Mattresses, weight full 50 lbs, a tick superior to the average, on a felt soft as down.

## SPECIAL \$5.95

for this Sale only. These are not made as a Special Sale Mattress but first class merchandise in every respect.

About 50 Pure Silk Floss Mattresses. Values up to \$18.00. Special while they last

**\$11.95**

Positively no cotton or any other ingredient mixed in this Mattress in order to sell at this low price of **\$11.95.**

The Mattress with a national reputation for 45 years, Ostermoor \$15.00 standard price. Felt Mattress 45 lbs.

**\$8.95**

Only 8 left in this lot. Choice of Blue or Drab Art Tick.

\$23.00 Standard price Hotel Style Ostermoor Felt Mattress. Sale Price

**\$15.00**

Prices Quoted are for full size 4 ft. Smaller, proportionately low.

### YOUR PROTECTION

Every Mattress made under the State Laws which require nothing but sanitary fillings in all Bedding. All goods held for delivery when required.

### 3 IN ONE OILS.

CLEANS. POLISHES.  
PREVENTS RUST.

3-In-One is a light, pure oil compound that never gums. 3-In-One lubricates perfectly sewing machines, typewriters, bicycles, clocks, guns, lawnmowers—everything that ever needs oiling in your home or office. No grease. No acid. A little 3-In-One on a soft cloth cleans and polishes perfectly all renewed or worn-out furniture and woodwork. Sprinkled on a yard of black cheesecloth it makes an ideal Dustless Duster Cloth. 3-In-One absolutely prevents rust on gun barrels, auto fixtures, bath room fixtures, gas ranges, everything metal, indoors or out, in any climate. It sinks into the unseen metal pores and forms a protecting "overcoat" which saves on the inside. Free—3-In-One—Free. Write today for generous free bottle and the 3-In-One Dictionary of hundreds of uses. 3-In-One is sold in all good stores in 3-size bottles: 10c. (1 oz.), 25c. (3 oz.), 50c. (6 oz., 1/2 pint). Also in new patented Handy Oil Can, 25c. (3 1/2 oz.).

**3-IN-ONE OIL COMPANY**  
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Steamer PARK CITY to Port Jefferson, N. Y., every week day and Sunday. Leaves Bridgeport 1:30 p. m. Returning leaves Port Jefferson 4:30 p. m. Three hours' sail and one hour and thirty minutes on Long Island Fare, round trip, 50c. Children under 12 years of age, 25c.

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